

NOTICE

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

N 8900.200

National Policy

Effective Date:
11/14/12

Cancellation Date:
11/14/13

SUBJ: Pilot-in-Command Proficiency Checks in Accordance with § 61.58

1. Purpose of This Notice. This notice provides guidance and policy for aviation safety inspectors (ASI) who conduct pilot-in-command (PIC) proficiency checks in accordance with Title 14 of the Code of Federal Regulations (14 CFR) part 61, § 61.58, and who may also oversee other persons who are authorized to conduct such PIC proficiency checks. Section 61.58, which describes the requirements for PIC proficiency checks, was recently amended. This notice clarifies issues that have been raised following the amendment to that section.

2. Audience. The primary audience for this notice is Flight Standards District Office (FSDO) ASIs with oversight responsibilities for designees who are authorized to conduct pilot proficiency checks pursuant to the provisions of § 61.58. The secondary audience includes the Federal Aviation Administration (FAA) Airmen Certification Branch (AFS-760), Airman Testing Standards Branch (AFS-630), and other Flight Standards branches and divisions in the regions and in headquarters (HQ).

3. Where You Can Find This Notice. You can find this notice on the MyFAA employee Web site at https://employees.faa.gov/tools_resources/orders_notices. Inspectors can access this notice through the Flight Standards Information Management System (FSIMS) at <http://fsims.avs.faa.gov>. Operators can find this notice on the FAA's Web site at <http://fsims.faa.gov>. This notice is available to the public at http://www.faa.gov/regulations_policies/orders_notices.

4. Background. The FAA published 76 FR 54095, Pilot in Command Proficiency Check and Other Changes to the Pilot and Pilot School Certification Rules, on August 31, 2011. This final rule expanded the requirement for PIC proficiency checks to all turbojet-powered aircraft. With certain exceptions, this expansion incorporated turbojet-powered aircraft type-certificated (TC) for a single pilot and experimental turbojet-powered aircraft into the types of aircraft that require a PIC proficiency check. The FAA issued a technical correction to this rule, 76 FR 63183, Pilot in Command Proficiency Check and Other Changes to the Pilot and Pilot School Certification Rules; Correction, on October 11, 2011. This correction allowed operators of single-pilot turbojet-powered aircraft additional time (October 31, 2012) to come into compliance with the rule. Since publication of the final rule and the correction, the FAA has received numerous inquiries concerning PIC proficiency checks.

5. Policy. This notice provides the policy concerning PIC proficiency checks for those turbojet-powered aircraft that are able to be operated with a single pilot and to experimental turbojet-powered aircraft.

6. Specific Issues Concerning PIC Proficiency Checks.

a. Is the Existing FAA Guidance That Pertains to PIC Proficiency Checks Still Valid?

Yes, existing guidance that pertains to PIC proficiency checks in aircraft that are TC'd for more than one required pilot flightcrew member should be considered valid and appropriate for PIC proficiency checks in any turbojet-powered aircraft. This is true even though the guidance may contain references to aircraft TC'd for more than one required pilot flightcrew member.

b. Are Airmen Who Operate Turbofan Aircraft Required to Comply with § 61.58? Yes, the terms "turbojet" and "turbofan" are considered synonymous in the context of § 61.58.

c. Are Airmen Who Operate Turbopropeller-Powered Aircraft Required to Comply with § 61.58? No, airmen who operate a turbopropeller-powered aircraft are not required to comply with § 61.58 unless that aircraft is TC'd for more than one required pilot flightcrew member.

d. Are Airmen Who Operate Turboshaft-Powered Helicopters Required to Comply with § 61.58? No, airmen who operate a turboshaft-powered helicopter are not required to comply with § 61.58 unless that aircraft is TC'd for more than one required pilot flightcrew member.

e. Who May Provide a PIC Proficiency Check? The FAA may appoint designees to provide proficiency checks to pilots operating any aircraft that require a PIC proficiency check required by § 61.58. The method by which a person receives authorization to conduct a PIC proficiency check has not been modified. Persons such as Pilot Proficiency Examiners (PPE), Designated Pilot Examiners (DPE), and experimental aircraft examiners (EAE) who seek to provide PIC proficiency checks should contact the appropriate FAA personnel for authorization.

(1) Part 142 training centers may modify existing curricula, or create new curricula, to incorporate PIC proficiency checks in turbojet-powered aircraft (or in flight simulators that represent these aircraft) that the rule did not address before it was amended. At the discretion of the Training Center Program Manager (TCPM), Training Center Evaluators (TCE) may be authorized to conduct PIC proficiency checks as the qualification module for these new or modified curricula.

(2) Operators that have approved part 61 training programs to satisfy the manufacturer's required training (i.e., EA500) must incorporate a proficiency check given by a person authorized to conduct PIC proficiency checks in the appropriate aircraft if the part 61 operator elects to include a PIC proficiency check.

(3) Other persons who are authorized to conduct PIC proficiency checks but whom this notice does not address should contact the appropriate FAA field office for additional information.

f. What If a Pilot of a Turbojet-Powered Aircraft That is TC'd to Be Operated by a Single Pilot Received Annual Training in that Aircraft Type but Did Not Receive a PIC Proficiency Check? This situation may arise when the pilot has received training from an entity not designated by the FAA to conduct PIC proficiency checks in that particular aircraft type. Such recurrent training is typically associated with either a manufacturer's requirement or an insurance requirement. These training providers may not have endorsed a pilot for a PIC proficiency check although the training that they provided would have otherwise culminated in a successful PIC proficiency check. The FAA seeks to avoid placing an undue burden on pilots who received training that would have resulted in a PIC proficiency check, but did not due to the provider's not being authorized to conduct PIC proficiency checks. As such, the FAA will accept an endorsement meeting the following criteria as satisfactory evidence of having completed a PIC proficiency check:

- The pilot seeking the endorsement must have completed a training program approved by the FAA;
- The training program must contain an evaluation of the aeronautical knowledge areas, areas of operations, and tasks required for the particular aircraft type rating;
- The endorsement must be signed by the trainer, or qualified management personnel, who can attest to successful completion of the training and evaluation;
- The endorsement must be signed no later than October 31, 2012. After this date, the FAA will require airmen to receive PIC proficiency checks from those persons that are authorized to perform the proficiency checks at the time the check is being conducted; and
- The endorsement reads as follows: “[Applicant’s Name and Pilot Certificate Number] has completed the [Approved Training Program name and Provider], which consisted of an evaluation of the aeronautical knowledge areas, areas of operations, and tasks required for a type rating in a [Aircraft Type]. This training was completed on [Insert Date] and is satisfactory evidence of having satisfied the pilot-in-command proficiency check requirements in § 61.58(a). [Training or Qualified Management Personnel name and position] [Signature] [Date].”

g. If a Pilot Completes a PIC Proficiency Check in an Aircraft That is TC'd for More Than One Required Pilot Flightcrew Member, May That Proficiency Check Be Used to Satisfy § 61.58(a)(1) for Operations as PIC in an Aircraft That is Flown Single-Pilot? Yes, any PIC proficiency check (or equivalent) that was conducted in an aircraft with more than one required pilot flightcrew member may be used to satisfy the 12 calendar-month PIC proficiency check requirement of § 61.58(a)(1) for any aircraft, regardless of that aircraft's flightcrew member requirements.

h. If a Pilot Completes a PIC Proficiency Check in a Turbojet-Powered Aircraft TC'd for Single-Pilot Operations, May That Proficiency Check Be Used to Satisfy § 61.58(a)(1) for Operations as PIC in an Aircraft Requiring More Than One Pilot Flightcrew Member? Yes, any PIC proficiency check (or equivalent) that was conducted in an aircraft with a single pilot may be used to satisfy the 12 calendar-month PIC proficiency check requirement of § 61.58(a)(1) for any aircraft, regardless of that aircraft's flightcrew member requirements.

i. If the Pilot Holds a Type Rating for an Aircraft That is TC'd to Be Operated by Either One or Two Pilots, but the PIC Has a Limitation on His/her Certificate That Requires a Second in Command (SIC), Must the Pilot Receive a PIC Proficiency Check in That Particular Type of Aircraft with an SIC? Yes, since the pilot is required to have an SIC during the operation of the aircraft, the pilot must complete the PIC proficiency check (or equivalent) that he or she will use to satisfy the 24 calendar-month PIC proficiency check requirement of § 61.58(a)(2) with an SIC in that particular type of aircraft.

j. If the Pilot Holds a Type Rating for Aircraft That is TC'd to Be Operated by Either One or Two Pilots and the PIC is Authorized to Fly Either as a Single Pilot or with an SIC, is the Pilot Required to Receive a PIC Proficiency Check Both as a Single Pilot and with an SIC? No, a pilot need only complete the PIC proficiency check (or equivalent) either as a single pilot or with an SIC. Such a check (or its equivalent) may be used to satisfy the 24 calendar-month PIC proficiency check requirement of § 61.58(a)(2) for that particular type of aircraft. This includes instances in which the minimum crew requirement for the aircraft is contingent upon the installation of certain equipment.

k. If the Pilot Holds a Type Rating for an Aircraft That is TC'd to Be Operated by Two Pilots but the PIC Has a Letter of Authorization (LOA) That Allows Him/her to Operate the Aircraft as a Single Pilot, is the Pilot Required to Receive a PIC Proficiency Check Both as a Single Pilot and with an SIC? The pilot must comply with the exemption, LOA, or Supplemental Type Certificate (STC) that authorizes the pilot to operate this aircraft as a single pilot. This includes meeting any training or checking requirements that are included as conditions of the authorizing document.

l. If a Pilot Holds a Distinct Type Rating That Authorizes Single-Pilot Operations, May that Pilot Take a PIC Proficiency Check with an SIC? This depends on whether or not the pilot also holds the distinct type rating that requires an SIC for that same type of aircraft.

Note: A distinct type rating is a type rating that indicates whether or not the pilot may operate the aircraft as a single pilot. Examples include the type rating designations for the Eclipse 500 aircraft. The designations for this aircraft are "EA500" and "EA500S;" the "EA500" type rating requires an SIC.

(1) If the pilot only holds the distinct type rating for single-pilot operations (e.g., an "EA500S" rating), then the pilot must complete the PIC proficiency check (or equivalent) as a single pilot for this proficiency check to satisfy the 24 calendar-month PIC proficiency requirement of § 61.58(a)(2).

(2) If the pilot holds both distinct type ratings (e.g., the "EA500S" and "EA500" ratings), then the pilot may satisfy the 24 calendar-month PIC proficiency check requirement either as a single pilot or with an SIC. In this case, two separate proficiency checks are not required.

(3) If the pilot only has an EA500S type rating, he or she may operate with an SIC; however, if any equipment required for single-pilot operations is inoperative, the PIC must take a proficiency check with an SIC in order to pilot the aircraft (refer to the Flight Standardization Board (FSB) report on the EA-500).

m. If a Pilot Holds a Distinct Type Rating That Requires an SIC, May That Pilot Take a PIC Proficiency Check as a Single Pilot? This depends on whether or not the pilot also holds the distinct type rating that allows the pilot to operate that type of aircraft as a single pilot. Refer to the Note under subparagraph 6l for an explanation of a distinct type rating.

(1) If the pilot only holds the distinct type rating that requires an SIC (e.g., an “EA500” rating), then the pilot must complete the PIC check (or equivalent) with an SIC for this check to satisfy the 24 calendar-month PIC proficiency requirement of § 61.58(a)(2).

(2) If the pilot holds both distinct type ratings (e.g., the “EA500” and “EA500S” ratings), then the pilot may satisfy the 24 calendar-month PIC proficiency check requirement either as a single pilot or with an SIC. In this case, two separate proficiency checks are not required.

n. Additional Considerations for Pilots Taking PIC Proficiency Checks in Aircraft that They May Operate Either Single-Pilot or with an SIC. These pilots, and the designees who provide their PIC proficiency checks, must consider the following:

(1) If the PIC proficiency check is conducted single-pilot, the check must incorporate elements of Single Pilot Resource Management (SRM). If the PIC proficiency check is conducted with an SIC, the check must incorporate elements of Crew Resource Management (CRM).

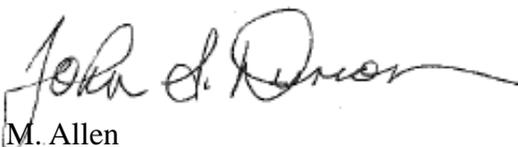
(2) The contents of this notice allow certain pilots to receive proficiency checks either as a single pilot or with an SIC. Despite this allowance, the FAA recommends that a pilot receive a proficiency check with the crew complement that reflects the operations the pilot will engage in.

(a) Using the Eclipse 500 as an example, a pilot who holds both the “EA500” and “EA500S” type ratings may satisfy the 24 calendar-month PIC proficiency check requirements of § 61.58(a)(2) with an SIC. However, if that pilot normally operates the Eclipse 500 as a single pilot, the FAA recommends that the pilot receive the PIC proficiency check as a single pilot.

(b) The same logic holds true for a pilot who holds both distinct type ratings but normally operates the Eclipse 500 aircraft with an SIC. Although that pilot is permitted to satisfy the 24 calendar-month PIC proficiency check requirements of § 61.58(a)(2) as a single pilot, the FAA recommends that the pilot receive the proficiency check with an SIC.

7. Disposition. We will incorporate the information in this notice into FAA Order 8900.1 before this notice expires. Direct general questions concerning the information in this notice to the Airman Certification and Training Branch (AFS-810) at 202-385-9600. Direct questions specific to 14 CFR part 142 training centers to the Air Carrier Training and Part 142 Training Center Branch (AFS-210) at 202-267-8166.

for



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